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# Central City North Community Plan

a Part of the General Plan of the City of Los Angeles





# Central City North Community Plan

The Central City North Community Plan is a part of the General Plan of the City of Los Angeles. It consists of this text and the accompanying maps.

The policies and programs in this Plan are intended to provide direction and a course of future action for the City and its Departments. The Plan is not intended to mandate the City or its various Departments to commence any new programs which may require the expenditure of man hours or funds. Any such actions called for in this Plan requiring additional funding must be brought to the Council through the budgetary process.

## PURPOSES

### USE OF THE PLAN

1. The General Plan, as adopted by the City Council, is the guide to the intended future development of the City of Los Angeles.

2. The Concept and Citywide Plan portions of the General Plan set forth general policies, including the broad patterns of the Land Use, Circulation, and Service Systems Elements of the General Plan, on a long range and intermediate range basis, respectively.

3. This Plan supplements the Citywide Plan by providing more specific policies and more detailed patterns of intended development for this geographical area which are impractical to include in the Citywide Plan because of its broader scope.

4. For the Mayor, the City Council, and the City Planning Commission; the various City departments; and other governmental agencies and jurisdictions, this Plan provides a reference to be used in connection with their actions on various City development matters as required by law.

5. For residents, property owners, and businessmen of Central City North and for private organizations concerned with civic betterment, the Plan provides a reference for the planning and implementation of private and civic improvements.

6. The "Programs" section of this Plan provides a general reference to its implementation and to the preparation of the various more detailed studies and reports necessary to the implementation of the various components of the Plan.

7. This Plan is *not* an official *zone map* and does not imply any right to a particular zone for any specific property. Changes of zone are considered under a procedure established under the Los Angeles Municipal Code subject to various requirements set forth therein, including consideration of their relation to and effect upon the General Plan.

8. This Plan shows land uses projected as much as 20 years into the future. Some of the designated land uses may not be needed for many years. Zoning to accommodate such land uses should be established only at such time as public necessity, convenience, general welfare and good zoning practice require.

9. This Plan is subject to review and amendment, in a manner prescribed by law, to reflect changes in circumstance.

### OBJECTIVES OF THE PLAN

1. To coordinate the development of Central City North with that of Central City, other parts of the City of Los Angeles, and the metropolitan area.

2. To designate lands at appropriate locations for the various private uses and public facilities in the quantities and at densities required to accommodate population and activities projected to the year 1995.

3. To make provision for housing as required to satisfy the varying needs and desires of all persons who choose to reside in the Community, maximizing the opportunity for individual choice.

4. To encourage the preservation and enhancement of the varied and distinctive character of the Community and its landmarks.

5. To promote economic well-being and public convenience through:

a. allocating and distributing commercial lands for retail, service, and office facilities in quantities and patterns based on sound planning principles and standards.

b. designating land for industrial development that can be so used without substantial detriment to adjacent uses of other types, and imposing restrictions on the types and intensities of industrial uses as are necessary to this purpose.

c. reinforcing viable functions and facilitating the renewal or rehabilitation of deteriorated and under-utilized areas.

6. To provide a basis for the location and programming of public services and utilities and to coordinate the phasing of public facilities with private development.

7. To encourage a balanced circulation system coordinated with planned land uses and densities and that can accommodate anticipated travel demands.

8. To strongly encourage open space for recreational uses, and to promote the preservation of views, natural character and topography of the Community for the enjoyment of both local residents and persons throughout the Los Angeles region.

9. To establish an atmosphere of cooperation and participation among businesses, citizen groups and public agencies in the implementation of the Plan.

10. To provide local job opportunities for inner-city residents.

11. To upgrade and stabilize existing industrial uses.

12. To provide opportunities for industrial firms to locate their operations in an attractive, safe and economically sound environment, and convenient to transportation facilities.

## POLICIES

This Plan for the Central City North Community is a part of the Los Angeles General Plan, which proposes a series of major Centers having high density residential and commercial uses at locations throughout the City connected by a transit system and separated by Low density residential development and open spaces.

Many of the features of the Plan may be dependent on the relocation of rail lines in the area; there is, therefore, a need to determine the feasibility of relocating these lines; this should be done in conjunction with the Specific Plan Studies proposed in the Plan.

1. Central City North is intended to be a community closely tied to Central City, yet maintaining its unique character. The following functions are emphasized:

- A major specialized shopping and entertainment area serving the region;

- The focal social, cultural and religious community for the region's Chinese population;

- A compact residential area;

- An important industrial area that produces a variety of goods and services while employing metropolitan residents;

- A primary location for City and County services facilities;

- A primary freight and passenger railroad operations area.

2. Within the framework of an overall design, this Plan proposes achievement of its goals and objectives by:

- Stabilizing the various functional areas by correcting the negative influences of deteriorating development and under-utilization of land;

- Establishing a viable land use mix, including amenities compatible with residential, commercial and industrial uses;

- Encouraging excellence in urban design;

- Providing access to and mobility within the community.

3. This section highlights proposed changes in each of the seven neighborhoods or areas identified during preparation of the Plan as differing in general land use and function. The Neighborhood Map indicates the location of each of the areas. (See map on page 5.) Major proposals for the neighborhoods are as follows:

a. Figueroa Terrace Neighborhood - The major emphasis in this area is the conservation and rehabilitation of the existing housing stock. New development in vacant hillside areas should be compatible with the existing and assured street circulation system, steepness of topography, and availability of public services.

b. Alpine Hill Neighborhood - Further development of this compact residential area should be paralleled with provision of a neighborhood park, community facilities and housing for the elderly.

c. Chinatown Neighborhood - Emphasis in this specialized regional shopping area will be on strengthening its linkages with the nearby residential community and the tourist-oriented areas of Central City and extensive expansion to the east.

d. North Industrial Area - Industrial activities and railroad yards are proposed to remain the major land use in this area.

e. Government Support Area - Additional development of government facilities in this area is proposed. Facilities include the City's Piper Technical Center, the County Jail, County Sheriff's Headquarters, the Department of Water and Power and the Post Office. This area also includes the Union Station area which is proposed to be redeveloped to accommodate tourist-oriented commercial and cultural facilities, and a transportation center combining a wide variety of rail and bus services. A broad pedestrian plaza is proposed to connect the Old Plaza with the Union Station area.

f. Little Tokyo East Area - Land uses proposed for this area which is an expansion of Little Tokyo in the Central City area, include industrial activities and government facilities of an industrial or service character. Residential uses will also be considered under a Specific Plan Study.

g. South Industrial Area - Fabrication, warehousing and distribution are proposed to remain the predominant industrial activities in this area. Improved access to the area via the Industrial Transportation Corridor is proposed.



LAND USE

The Central City North Community Plan has been designed to accommodate the anticipated growth in population and employment of the community to the year 1995. Land uses and their intensities should be generally as designated on the Plan Map, and shall be controlled through the establishment of zone classifications and height districts consistent therewith. Land should not be developed to such intensities that the traffic generated will exceed the capacity of the circulation system or be detrimental to the environment. In appropriate cases, controls other than zoning may be utilized, in particular, Specific Plans (pursuant to Section 97.1 of the City Charter) and redevelopment plans (pursuant to California State law).

Commerce:

1. The commercial uses indicated in this Plan are based on the Community's function as a specialized regional shopping area and tourist attraction as well as community needs.

2. Land should be made available for commercial use in accordance with this Plan through zoning and other appropriate City actions, as the need develops.

3. Acreages and capacities of commercial zoning should be kept in balance with the ability of the City and other public agencies to provide transportation and public service facilities capable of meeting the demand imposed by new development.

Housing:

1. The main concentration of housing in Central City North shall be located in the Figueroa Terrace and Alpine Hill neighborhoods.

2. The Plan provides a housing capacity for approximately 17,000 people, which is adequate to house the 1995 projected population of 11,500. In addition, the Plan provides an institutional capacity for 5,600 persons.

3. Approximately 16 acres are designated for Low-Medium II density housing, 40 acres for Medium density housing, and 71 acres for High-Medium density housing, allowing a maximum capacity of approximately 17,000 persons.

4. The 18-acre William Mead Public Housing Project, which houses approximately 1,600 people, should be phased out and the residents relocated in subsidized housing by the City Housing Authority.

5. This Plan encourages the development of new dwelling units through its implementation programs. In addition to those new dwelling units developed within areas designated for housing on the Plan Map, development of new and rehabilitated dwelling units within blocks and buildings designated for commercial use should be encouraged.

6. The Plan encourages the provision of facilities and amenities, such as recreation areas, playgrounds, child care centers, and park areas in conjunction with housing units, to attract the variety of families and individuals which will produce a vital, varied Central City North.

Industry:

1. The Plan proposes a total of 1,262 acres for industrial use. The South Industrial Area is designated for heavy industry, while the neighborhoods and areas north of Third Street and east of New High Street are designated mainly for heavy industry and public uses along with some commercial-manufacturing and light industry.

2. Lands designated for industrial uses are located on a Citywide basis without regard to the boundaries of individual communities, under the principle that such employment should be available within a reasonable commuting distance from residential areas.

3. The major types of industrial facilities occupying the area, especially transportation operations, warehousing, distribution, and food processing, should be retained and expanded.

4. The industrial area should be upgraded by construction of new industrial facilities and rehabilitation or replacement of obsolete structures; its upgrading may require improvement of the street and rail pattern and land assembly to provide adequate sites for existing and new industries.

5. Public actions for physical upgrading of the industrial area should include code enforcement as well as improvements of streets and public facilities.

6. Consideration should be given to appropriate incentives necessary to retain existing and attract new industrial firms to the area.

CIRCULATION

Both concern for the environment and the rising cost and shortage of energy make it imperative that the Community make more efficient use of its transportation systems.

Freeways, Highways and Streets:

1. The Major and Secondary Highways indicated on the Plan Map comprise an integral part of the Highways and Freeways Element of the General Plan. The standards and criteria set forth in the Highways and Freeways Element of the General Plan are applicable.

2. A number of modified street alignments that eliminate jogs or connect discontinuous streets are shown on the Plan Map. Further studies will be necessary to determine phasing and exact alignments.

3. In response to a need for improved north-south truck access to the Community's industrial areas, the Plan includes a transportation corridor connecting the Golden State Freeway north of the Community with the Santa Monica Freeway to the south. Further study of future transportation needs and possible alternative solutions are necessary. These studies should be conducted with participation from the local community, elected officials and City, County, Regional and State agencies.

4. More efficient use of the private automobile through increased occupancy (carpooling) should be encouraged.

Public Transportation:

1. Improvements to the public transportation system should be encouraged as a means of reducing the environmental impact of the present transportation system which is based chiefly on the private automobile. (Detailed planning, construction and operation of the public transportation system are the responsibility of the Southern California Rapid Transit District.)

2. People movers (auxiliary grade separated transit systems) are proposed by the City in the adjacent Central City Community Plan to connect its major nodes, to act as a circulation distribution system, and to serve peripheral parking facilities. These functions are presently performed by the mini-bus system. This Plan proposes that people mover lines from Central City be extended to nodes of intense development in Central City North, if found appropriate.

3. Union Station is an under-utilized facility that provides inter-city rail service. The Plan proposes that these passenger railroad operations be housed in a reduced portion of the station or in a transportation center and that they be coordinated with other transportation systems.

Pedestrian Circulation:

1. Provision for pedestrian movement should be included in major developments in the Plan area.

2. The existing street level pedestrian facilities are intended to be a major component of the Community circulation system.

3. Major pedestrian areas should be connected by grade separated walkways across heavily used streets where possible.

Parking:

1. Parking facilities should be located on the periphery of pedestrian facilities where possible.

2. Parking structures constructed within the Chinatown Neighborhood and Government Support Area should, where possible, include other land uses in the facility, such as retail stores at the street level or recreation areas on roofs.

3. Government parking facilities should, where practical, be operated during evening hours and weekends to minimize the need for additional new parking facilities.

4. Parking facilities should be encouraged to provide reduced rates and preferential locations to higher occupancy private automobiles.

Bikeway System:

1. Provision should be made for the movement of bicycles within Central City North as part of a Citywide bikeway system.

2. Placement of bike racks should be encouraged at appropriate locations in Central City North for use by bicycle riding residents, employees and business patrons.

SERVICE SYSTEMS

The public facilities proposed by this Plan are to be developed in substantial conformance with standards for need, site area, design, and general location expressed in the Service Systems Element of the General Plan. (See individual facility plans for specific standards). Such development shall be sequenced and timed to provide a workable, efficient, and adequate balance between land use and service facilities.

1. The Service Systems Element of the Central City North Plan is an integral part of the Citywide Service Systems Element of the General Plan, which consists of various technical elements for the City's public facility and utility systems.

2. Standards for service systems set forth in the Service Systems Element of the General Plan are, in general, applicable to Central City North. However, the special needs of this area may require variation of these standards in special cases.

3. The Plan proposes, with the consent of the Los Angeles Board of Education, use of existing school facilities for public recreation after school hours and on weekends.

4. Consideration should be given to the use of the public school facility serving the William Mead Housing Project for school administrative purposes when the housing project is phased out.

5. Adequate service by public facilities and utilities is essential to the anticipated revitalization and growth of Central City North. New development must be kept fully in balance with such services, and should be prohibited in any area unless and until they are available.

6. The Cultural and Historical Monuments technical element of the General Plan designates landmark buildings, places or building sites in Central City North as worthy of preservation because of their historic or architectural significance. All have been declared Cultural and Historical Monuments by the City Cultural Heritage Board. The Plan Map indicates monument locations.

7. Other public facilities and utilities should be provided on a phased basis as shown on the Plan Map and as set forth in the Programs Section of this Plan. The symbols on the Map indicate that a facility should be located somewhere within that neighborhood or area, but do not designate actual locations. Further studies will be necessary to determine appropriate sites.

PROGRAMS

These programs indicate the general actions needed to implement the Central City North Plan. More detailed actions will be described in the implementation report and plans that will be prepared by the Planning Department and other City departments and public agencies.

The following implementation activities are essential to the achievement of the Central City North Plan:

1. Phasing of public improvements in Central City North and in other parts of the City must be fully coordinated in accordance









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APPROVED: CITY PLANING COMMISSION	2-10-77
ADOPTED: CITY COUNCIL	2-9-79

SEPTEMBER, 1981

Printed by the City of Los Angeles Printing Bureau



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